Chicago Daily Tribune

HENRY FOWLER & CO., PUBLISHERS. OFFICE IN THE TRIBUNE BUILDINGS, 53 CLARK STREET, NEXT DOOR SOUTH OF THE POST OFFICE. TERMS—EIGHT DOLLARS PER YEAR.

VOL. VII.—OLD SERIES. CHICAGO, ILLINOIS. WEDNESDAY MORNING, MAY 11 1853. NEW SERIES.—VOL. 1—NO. 263.

DRUGS & MEDICINES.

Wholesale Drug Store.

113 LAKE STREET. 113

JOHN SEARS, JR.,

(AS THE OLD HEAD OF L. H. BOND.)

WOULD respectfully invite the attention of Druggists and Merchants, in the State of Illinois, to his stock of Drugs and Medicines, Dye Stuffs, Brushes, Window Glass, Fragrant Soaps, Perfumery, Fancy Goods, and Liquors, which will consist of the choicest brands.

This stock was selected with particular reference to the wants of the country dealers, and will be sold on as favorable terms as any house in the West. Additions will constantly be made to the present extensive stock, to meet the increasing demand.

N. B. A General Agent for all the Popular Family Medicines that are of merit, which will be sold to the trade at proprietors' prices. Attorney for the St. Jacob's Family Medicines, which are prepared by Dr. Brown, Manufacturing Chemist, of Liverpool, Eng., and Cincinnati, Ohio. Also, Agent for Dr. Townsend's Sarsaparilla, Dr. Swaim's Panacea, Dr. Ayer's Cherry Pectoral, Dr. Wistar's Balsam of Wild Cherry, Dr. Jayne's Expectorant, Dr. McLane's Celebrated Liver Pills, Brandreth's Pills, Dr. Hall's Balsam for the Lungs, Dr. Sherman's Lung Preservative, Dr. Sanford's Liver Invigorator, Dr. Hoofland's German Bitters, Dr. Peabody's Sarsaparilla, Dr. Hostetter's and Dr. Hoofland's German Bitters, Dr. Swaim's Panacea, Dr. Townsend's Sarsaparilla, Brandreth's Pills, Dr. Hall's Balsam for the Lungs, Dr. Sherman's Lung Preservative, Dr. Sanford's Liver Invigorator, Dr. Hoofland's German Bitters, Dr. Swaim's Panacea, Dr. Townsend's Sarsaparilla, Dr. Ayer's Cherry Pectoral, Dr. Wistar's Balsam of Wild Cherry, Dr. Jayne's Expectorant, Dr. McLane's Celebrated Liver Pills

Chicago Daily Tribune, Wednesday Morning, May 11.

DAILY TRIBUNE.

CHICAGO, WEDNESDAY, MAY 11, 1853.

☞ Single Copies of the Morning Edition can be obtained at the Counter.....2 cents.
Single Copies of the Evening Edition.....2 cents.
Single Copies of the Weekly.....3 cents.
Bundles of 50 wrappers ready for mailing and newsboys.....1 00
Bundles of 25 wrappers ready for mailing and newsboys.....50

☞ All Communications and others who wish notices to appear in the Morning Paper, will please hand them in before five o'clock of the previous evening.

☞ All Business and Letters for the Paper, or relating to Subscriptions or Advertisements, will please send them in before the hour of publication, or they will not be inserted.

☞ Letters should be addressed to the Editor, Publisher, or Proprietor, according to the business to which they relate. All letters and communications should be addressed to the Tribune Office, Chicago, Ill. Letters addressed to individuals connected with the establishment will not be attended to.

☞ Mr. I. Lawton is the Agent for the Tribune along the line of the Chicago and Rock Island Railroad.

☞ *For Notices of Insurance Companies and Banks, see the first and second Columns on the fourth page.*

Telegraph Consolidation.

The wires of the telegraph have been wrath-ed or bound for the last two days, and we were rapidly learning to depend for news on the Pittsburgh Post, when it seems that the offices have not been idle in the mean time; at least, since the arrival of Mr. Cornell, a leading proprietor and director, and long known in his connection with the Telegraphs of the country, and as the builder of the first line in the country, the experimental one between Baltimore and Washington. At the time of the nomination of Polk at the Baltimore Convention the line was just completed, and Mr. Cornell, who was present, announced the vote, telegraphed to Washington to that effect and received an answer before the vote was announced from the Chair. As soon as the vote was given out, the despatch was held up and the contents read, "Hurrah for Polk! hurrah for the Telegraph!" The Convention were electrified with astonishment, and repeated the despatch with deafening applause.

With the exception of the Lake Erie Line from Buffalo to Detroit, and Hone's Line from Buffalo to Cleveland, Cincinnati and Louisville, all the lines west of New York, formerly known as Speed's, or O'Reilly's, or Wade's, are now consolidated, or nearly so, and are owned by the following gentlemen—E. Cornell, Ithaca, N. Y.; J. J. Speed, Jr., N. Y.; J. H. Wade, Columbus. We give below a sketch of these lines. It is the intention of the proprietors not only to introduce improvements in the general management, but also to extend the line westward to the Pacific, as soon as Congress will protect them from the Indians in the prosecution of the works.

LINES CONSOLIDATED.	
New York and Dunkirk Line.....	440 miles
Buffalo and Milwaukee Line.....	800 "
Cleveland and Cincinnati Line, (the same on turnpike, the other on Railroad.)	250 "
Cleveland and Pittsburgh Line.....	150 "
Cleveland and Zanesville Line.....	178 "
Cincinnati and St. Louis Line.....	400 "
Cincinnati and Chicago Line.....	400 "
Toledo and Vincennes Line.....	400 "
Chicago and St. Louis Line.....	400 "
Pern and Alton Line.....	200 "
Jacksonville, and Quincy, and towns on down side of the River,	200 "
Making, with several other short lines, an aggregate of about 3,000 miles.	

The aggregate receipts for the last year were $215,000.

☞ The Physicians have closed their Convention in New York by a magnificent dinner at the Metropolitan Hall, given to the delegates by the physicians of the city. We should judge that the entertainment was splendor and extent, had perhaps never been equalled in New York, judging from the account in the *Herald*. It cost the physicians of the city, this paper says, from $25 to $200 apiece. Regular, old line, allopathic bill—that.

We observe that Dr. PALMER of this city, took a prominent part in the discussions of the convention. All took a prominent part in the debate, we presume, from the Professor of N. Y., presided at the table. The witty O. W. HOLMES read a characteristic poem. The ladies, brilliant and beautiful, thronged the galleries to see the Doctors eat and hear them talk. All had a rare time.

☞ ST. PAUL AND ST. ANTHONY RAILROAD.—The St. Anthony *Express* states that a company from Ohio, have taken the charter of the St. Paul and Anthony Railroad, and intend commencing the survey of the route in May, and proceed forthwith to build the road. We trust the report is correct, as the road would prove of inestimable advantage to St. Anthony. In the course of a year or two there is no doubt but that the investment would pay a handsome profit.

☞ The *Tecumseh* states that the Charter has been adopted by a vote of more than two to one. It says that "of course, the little whisky clique who oppose every thing designed to promote the order and prosperity of the place went their length against it. But, for once, whisky was impotent, and the intelligence of the community triumphed."

☞ The Buffalo *Commercial Advertiser* states that, owing to severe indisposition, Otis Bell will not be able to attend to the business to be given in that city on Saturday evening last. The telegraph may bring some additional word before going to press. A concert was to have been given in Rochester last evening.

☞ The LAW CASE AT CHARLESTON.—A gentleman residing here has been informed by Telegraph, that the trial in the U. S. Dist. Court, of the case of the Steamer Atlantic vs. the Propeller Ogdensburgh, has resulted in favor of the latter.

☞ Four steamers sailed from New York on Thursday, with passengers for California—the "Georgia," "Union," "Uncle Sam," and "Star of the West."

DAVIES' PRACTICAL MATHEMATICS, with Drawing and Mensuration, applied to the Mechanic Arts—published by A. S. BARNES & CO., New York.

An elementary text book, adapted to the wants of practical men, and the higher grade of schools.

A NEW PRACTICAL GRAMMAR, illustrated by Diagrams, by H. H. CLARK, A. M.—published by A. S. BARNES & CO., New York.

This method of teaching grammar has the advantage of having been tested by numerous classes for many years, and is undoubtedly a decided improvement upon the old unphilosophical methods. But it is painful to think how much time has been worn—that the sun away by young people upon the study of English Grammar. The study of another language, instead, for which the young memory and flexible organs are so admirably fitted, would lay a foundation for the knowledge of all languages, and help the student vastly more than the direct study of his own. As a nation, we are deficient in the knowledge of languages. May it not be owing to this common fault in early teaching? Almost all of our foreigners, with no greater advantages, surely, than our own, speak two or more languages with ease, and may well outstrip our present faulty system of education.

TRAVELLERS' GUIDE, illustrated Library Edition: Money Tables, Maps, &c.

We have examined this edition of the great Travellers' Guide with unqualified pleasure. The works are issued in twenty-five volumes—the cost of the complete set fifteen dollars. We take it for granted that our readers have established it in their minds as a fact to be resorted to whenever occasion requires, that a thing may not be cheap because it costs but little money. We have seen editions of these works, which were furnished at the rate of twenty-five cents per volume. But what were the volumes—bound in paper, printed with eye-killing type, on paper double columned. How those things may seem cheap, but we trust, we shall not ever be called upon to make special mention of them, because the "discerning people" have given ample evidence that they can appreciate better things. The Boston edition is bound in handsome cloth, tastefully stamped and gilded; is illustrated, each copy, with two fine engravings, printed on clear, white, smooth paper, good type and good margins. We cordially recommend the Ed. to the reader's attention; it is all it should be.

☞ SPEECHES OF THE RT. HON. THOMAS BABINGTON MACAULEY, M. P., &c., &c., Boston, New York, 1853.

History of England, Macauley; Lays of Ancient Rome, Macauley; Edinburgh Review—and we have nothing new to say about the glory of his prose—nothing to add to the judgment wise critics have rendered, in regard to the profundity of his thought, and the beauty of his sentiment. In his "Orators of the Age," Prescott claims for him the first rank of the speakers of the day, no less for the literary and historical illustrations of his speeches, than for their fidelity to the immediate interests of the discussion. In the union of these two qualities may be summed up Macauley's characteristic merits. He is a great reconciler of the new with the old. Although he may adore a subject with the lights afforded by his rare genius, he never trifles with it. His historical research renders him a living link with the old and unscrupled constitution of the country. But his learning never tyrannizes over his common sense." Redfield has published these speeches in his usual elegant style; the volumes will prove an ornamental as well as valuable addition to any library.

INDUSTRIAL RESOURCES OF WISCONSIN—by John Nelson, Milwaukie—In 12 vols. Price neatly bound, $1 25. Chicago: S. C. Griggs & Co.

We have received the first number of this publication, and have been interested in its perusal. The author proposes to give accurate statistics in regard to the resources, geology, water power, mines, soil, &c. &c., of Wisconsin. It is a task replete with labor which is thus undertaken, but one worthy any amount of expenditure. We trust that success will crown the undertaking. On the Common (School) system, the author, who is an Irishman, very happily remarks:

Every ward in our city, (Milwaukie) has its beautiful and ornamental building, in which the rich and poor of every class, religion, and creed, can sit down together, side by side, and receive instruction in such useful branches of education as are calculated to promote their usefulness as men and citizens. Nothing sectarian or political should make its way to that fountain from which all are to imbibe useful knowledge. Let all come together and draw from the fountain its knowledge which fits them for the world, and makes them useful citizens, and from their respective clergy and parents, the knowledge which fits them for heaven. In a system of mixed education, useful knowledge bearing on the ordinary affairs of life and morality, should alone be taught in schools. Nothing tends more to sour the mind, engender a lasting hatred, and keep up sectarian feuds, than to educate the youth apart, and poison their tender minds with the sectarian seeds of religious bigotry, which never fail to grow to maturity in rank luxuriance, under the fostering care of contending parties. Away with that hateful cant, which has so long retarded the prosperity of science in Ireland, and inflicted upon that unfortunate, but beautiful country, more lasting injuries than the potatoe blight itself. No impression is so lasting as those of early life—no sentiment so enduring. The lessons learned in early childhood are retained in old age, while those learned in manhood, are more easily effaced from attention. There is no friendship so pure, so liberal, so lasting as that which springs up in early life in the mind, in youth, beaming confiding in the literary and scientific laurels which, in early life and dignity, honor and renown to the brow that wears them. With what fond recollections we dwell on the scenes and incidents of our school boy days. Why then should children be separated at an age when the tender mind is susceptible of forming the most lasting and ennobling sentiments of our nature; such a separation is the beginning of a lasting hatred, forming a line of demarkation which can never be broken down, while I am anxious to educate liberal principles, by breaking down these barriers which separate sects, I am equally anxious to keep pieces of education free from anything bordering on an unfair system of proselytism, which oftener springs from hatred than love.

WESTERN UNITARIAN CONVENTION.—In this body, the ministers of St. Louis, Jacksonville, and of Louisville, from the committee to inquire into "the best modes of promoting vital and practical religion in our churches," made a lengthy and able report, with the accompanying resolutions:

1. *Resolved*, That the highest interests of our churches demand that the pulpit should present religion distinctly and positively as of supreme importance, as not merely desirable, but absolutely essential; that without holiness no man shall see the Lord.

2. *Resolved*, That thorough religious education should be made a more prominent object than it is now and that we deem that in addition to the Sunday school classes already in existence, it is desirable that classes be formed of young men and women, as well as of persons in mature life, for the study of the Scriptures, and of such work as "Warren on the Formation of the Christian Character," &c.

3. *Resolved*, That greater attention should be paid to family worship than has heretofore been paid, and that measures be taken to supply our congregations with interesting manuals of devotion.

4. *Resolved*, That earnest efforts should be made to interest the members of our congregation in the Sunday school cause, and to impress upon their minds the importance of taking a decided religious stand, and of uniting with the church.

Falls of St. Anthony—Prospects.

The prospects of this romantic place are very fair. Strangers are already beginning to come, business is extending, and loads of travelers are expected this season. The *Express* of that place says:

In some three weeks more, our unrivalled romantic scenery will be in full dress, to receive the world of fashion. By that time, too, the undoubting part of us will have set foot the mirror gazon, from the foul streets of crowded cities, disease will have commenced its work, and thousands be ready to turn their eager steps to this loveliest of summer resorts. Nothing sectarian or political should make its way to that fountain from which all are to imbibe useful knowledge. Let all come together and draw from the fountain its knowledge which fits them for the world, and makes them useful citizens, and from their respective clergy and parents, the knowledge which fits them for heaven. In a system of mixed education, useful knowledge bearing on the ordinary affairs of life and morality, should alone be taught in schools. Nothing tends more to sour the mind, engender a lasting hatred, and keep up sectarian feuds, than to educate the youth apart, and poison their tender minds with the sectarian seeds of religious bigotry, which never fail to grow to maturity in rank luxuriance, under the fostering care of contending parties. Away with that hateful cant, which has so long retarded the prosperity of science in Ireland, and inflicted upon that unfortunate, but beautiful country, more lasting injuries than the potatoe blight itself. No impression is so lasting as those of early life—no sentiment so enduring. The lessons learned in early childhood are retained in old age, while those learned in manhood, are more easily effaced from attention. There is no friendship so pure, so liberal, so lasting as that which springs up in early life in the mind, in youth, beaming confiding in the literary and scientific laurels which, in early life and dignity, honor and renown to the brow that wears them. With what fond recollections we dwell on the scenes and incidents of our school boy days. Why then should children be separated at an age when the tender mind is susceptible of forming the most lasting and ennobling sentiments of our nature; such a separation is the beginning of a lasting hatred, forming a line of demarkation which can never be broken down, while I am anxious to educate liberal principles, by breaking down these barriers which separate sects, I am equally anxious to keep pieces of education free from anything bordering on an unfair system of proselytism, which oftener springs from hatred than love.

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RAIL ROAD MASSACRE.

FURTHER NEWS.

By the N. Y. papers we have additional particulars, and the names of persons killed and injured are more correctly given.

Up to six o'clock of the evening of the disaster, the bodies of forty-six passengers had been recovered. The following, as far as ascertained are the

NAMES OF THE KILLED.

Dr. Saml. Beach, Bridgeport, Conn.
D. John O. Gray, Springfield, Mass.
Dr. Welch, Hartford, Conn.
Dr. J. W. Smith, Springfield, Mass.
Walter French, Manchester, N. H.
A lady,——Parker, Woodbury, Conn.
Nathaniel King, *Jr.*, Athens, Ohio.
A man unknown, about 32 years of age, with brown hair and whiskers; had on a snuff colored coat, black satin vest, brown linen pants, thin boots and white shirt.
A lady, about 30 years of age, black hair, and rather dark complexion; had on grey dress, trimmed with narrow black velvet.
Francis W. Sales, Boston.
J. M. Hutchinson, Boston.
R. S. Davis.
A child unknown advanced in years, stout build and short grey hair; had on black velvet bonnet, and black merino dress.
A lady unknown, about 60 years of age, residence unknown; had on him a ticket for Worcester.
A boy about 17 years of age, light complexion and light hair; had on a black silk cravat, black broadcloth vest, snuff-colored fine checked kerseymere pants, thin shoes, white shirts and socks.
Female child, about 4 months of age.
Oliver Barr, supposed to be an agent for the Antioch College, Augusta.
J. W. Dingee, Marshall, Conn
Young Irish Woman, about 20 years of age; dark hair, and hands much freckled on the back. Had on a purple and red bird's-eye dress.
An Irish Woman; dark hair; between 25 and 30 years of age, with a gold ring marked "M. J.". Had on green calico dress, singular pattern, white muslin sleeves, red flannel under shirt, pruncila gaiters, and a narrow muslin collar.
Ellen Gross Poughkeepsie, N. Y.
Ellen S. Bacon, Boston.
Wm. Van de Venter, N. Y. City.
W. C. Dwight, Brooklyn.
A man not recognized.
John Jacob Henry Luthers, Williamsburgh.
J. M. Flewart, residence unknown.
Anna B. Lang, residence unknown.
John Moss, Gardiner, Me.
Mrs Dr. Linsley, or Landus supposed to reside in Boston.
Beverly Parker, Yorkville.
Mrs. Mary B. Robbins, N. Y.
Dr. J. M. Smith, Springfield, Mass.
Sampson Smith, Bellows Falls, Vt.
Miss Carrigan of N. Y.

Her remains were recognized by her friends. Her sister was injured and still remains at Norwalk.

Mrs. Hanna, N. Y.
Susan Pomeroy, residence unknown.
Miss Mary E Robbins, whose mother was also drowned.
Mrs. G. E. Sparks, Pittsfield, Mass.
Josiah Bartlett, Mass.
Abbl L. Pierson, Salem Mass.
Isaac Colbatch, Richmond, Me.
Mary Darlington, N. Y.
Female child about 3 years of age; fair complexion, and red hair; had on a red dress, green sack, which was pantern, fringed with patent leather, and white woolen stockings.
David B. Newell, Newport, R. I.
W. F. Lanier, residence unknown.

NAMES OF THE INJURED.

Thomas White, *Jr.*, Marlborough, N. H.
Stephen Garrigan, New York. Lost a brother and sister
Catherine Mayer, New Brunswick, N. J.
Warren S. Newell, Georgia, uncle broken.
John Flusset, Lancaster, Pennsylvania.
Leroy Grant, Richmond, Va.
A daughter of Rev. Dr. Rufus W. Griswold, of New York; collocated but recovered. Doubtful if she will live.
Mrs. Griswold, daughter in law, slightly injured.
Gen. L. W. Harvey, New York.
Mrs. Harvey, New York.
Charlotte Parkes, Yorkville. Lost her father.
Thomas Hines, New York.
Miss King, New York.
Elizabeth Burkes, Penn.
Mrs. S. Day, Broughton, Massachusetts, badly hurt.
John A. Hoopin, New Jersey.
Dr. J. W. Bemis, Charlestown, Mass.
Jonathan Trotter, Locks of our country.
Rev. Andrew Tenbrosck, New York.
Rev. Mr. Oncken, Germany.
Mr. Richardson, Boston.
Mrs. C. H. Brown, Ipswich.
Peter Adsley, Gardiner, Me., slight.
Mr. Edward Peck, of the firm of *J. & J. H. Peck*, of Burlington, Vt., severely injured.
Miss Helen Clark, of Philadelphia, his wife's sister, were in the cars. The young lady was slightly injured, but they were able to take the return train for New York.
Jonathan Trotter, Esq., President of the Board of Assistant Aldermen of N. Y., slightly bruised.
Mr. Trotter was thrown out of the cars, but was comfortable, having been visited by Dr. Quackenbos.
Mr. James Mills, much bruised.
Mrs. Mills, his wife, much bruised.
John Oalbach, Richmond, Maine, ("rather killed.) Had his right arm dislocated. It had been reduced this enumeration here.
Mr. Fuller, baggage master, slightly injured.
Mr. Charles Comstock, conductor, very severely injured. Having received a clap wound upon the chin, many extensive bruises and a lacerated wound of the inner part of the flesh of his right thigh. Dr. Quackenbos had visited him, and a watch by his bedside in spirits, but subsiding. He will recover.

The instructions for the signal management is as follows: When the bridge is open, and trains are not to come along, the station, covered one of sight. When all is right, the signal (a large red ball) is raised on a tall pole, and may be seen at the distance of 3 or 4 miles, and cannot be seen from the depot. At night the signal is lighted inside. The bridge is situated behind a sharp curve, and cannot be seen from the depot. The distance of the depot from the bridge is about 350 yards.

The engine and baggage cars completely fill up the space on the draw of the bridge. The passenger cars are drawn to the bank of the river, and are complete wrecks. Most of the dead were taken out before 12 o'clock M. The total number of passengers on board the cars was 216, besides the servants of the company.

The engineer and fireman have been arrested. It was stated at the time of the inquest, to Engineer Daniel Tucker, had run into the drawbridge at Stratford and that he had a collision at Portchester two years ago and, was dismissed by the company some two years since, on account of it, has since been to California, and had been restored on but Wednesday last. He states in his defence that he did not understand the signal of the bridge tender.

A Clergyman and his wife had just changed seats with a sailor. The sailor was killed and the others escaped.

There were 216 passengers upon the train of cars as near as could be ascertained.

E. James Colburn, a man about 35 years of age, from Richmond, Me., was together with his brother, in company with his employer, Mr. Ring, and his wife, in the second car. His brother was instantly killed; Colburn broke out one of the windows and helped Mrs. Ring out and then got out himself; in the fall he had his right shoulder broken. Mr. Ring also escaped.

Mr. Allen Gom and his aged maiden sister from Poughkeepsie, were on board. He was severely injured, but they escaped. Their baggage was all lost.

A passenger Reports Rev. Mr. Oncken, Baptist Missionary, and, Rev. Prof. Tenbrosck, as among those slightly injured.

THE INQUEST UPON THE BODIES—About half past seven o'clock in the evening an investigation was commenced in the Marine Hall, North Norwalk, before John A. Weed, Justice of the Peace, and the following

Henry Sellick, Foreman,	Doctor Charles Fitch,
J. W. Hubbell,	Doctor Barker,
T. Warner, *Jr.*,	S. E. Ormsbee,
E. W. Stewart,	Frederick Bolden,
Charles Mallory,	Frederick Lockwood,
D. S. Beebe,	Frederick Bradley.

Having performed the painful duty of viewing the corpses, the jury took their seats in the Hall, which was crowded.

Q. S. Perry, Norwalk, being duly sworn, deposed:—I saw the accident when occurred to day; I was standing about twenty rods above the bridge at the time; I had a full view of the train and the draw bridge; the signal was down for full ten minutes before the train was in sight; the train was going at full speed, so much so that the locomotive struck the abutment of the draw bridge on the opposite side; in my opinion I do not think that the man in charge of the draw was to blame, but that the engineer in charge of the train was wholly and entirely to blame; I did not hear a whistle given to put on the "brakes." I am certain that the parties having charge of the train are to blame; I heard no signal given to slack speed, I heard a long whistle when the train was opposite the depot at Norwalk.

Captain Peter Addley, Gardiner, Me., sworn:—was a passenger in the train, sitting in the second car; did not notice the speed of the train to slacken at all; I heard no whistle; I think the conductor of the train was in the rear car at the time of the accident.

Stephen Ormsted sworn—I was in company with Mr. Perry at the time of the accident. I saw the signal ball at the draw down. I am sure it was down. I heard no whistling. The steamer had just passed through the draw.

W. H. D. Moore, Philadelphia, sworn—I was a passenger in the train—there was no slackening of speed when we were approaching the bridge and passing the curve. I heard no whistle "break up."

F. R. Barton, Springfield, Mass.,—I was in the train as a passenger—I think the train was driving at full speed passing the curve. There was no letting up of speed from the time we left the station at Stamford.

J. G. Goodrich Stockbridge, Mass.,—I was in the last car but one of the train at the time of the accident—I did not perceive any slackening of speed when passing the curves on nearing the bridge—I did not hear the whistle of the engine blow.

Rev. D. R. Austin, Norwalk,—I was standing near to the bridge at the time of the accident; the train came on at full speed; did not hear whistle.

The Rev. gentleman corroborated the testimony of the other witnesses in all its important features.

Mr. Burrell sworn—The engineer of the train Edward Tucker, had been in the employ of the New Haven Company at the time of the Port Chester accident. Locks of our country—he had been away since; Mr. Whistler, who is present can give 4 more full explanation of the rules of the company, circumstances attending the accident than I can; he is now present.

George W. Whistler, *Jr.* sworn—The persons in charge of a train can see the signal red ball, which is at the draw from about quarter of a mile above Norwalk, after that, they lose sight of it, in my opinion at the station; if the signal be lowered from the time at which it is first seen and the time of passing sight of it at the station, the engineer could still "brake up" by slackening speed to the rate of ten miles an hour, as he came to the curves; they are in all cases ordered to approach that curve cautiously; they are not to exceed a speed of ten miles an hour; if he saw the signal down when just at the station, he could not stop until he reached the bridge; the signal is always lowered before the man touches the draw; he has then to go to each end of the bridges to get out the wedges; the engineer of a train is under the direction of the conductor; I have heard as a general report that the conductor told the engineer "to drive like hell through Norwalk, as two gentlemen wanted to get out there, and he did not wish to stop." The accident most positively, could not have occurred if the engineer kept a proper look out. I think the fault was entirely with the engineer—if the trai; stopped at Norwalk it would attain a rate of ten or twelve miles an hour before reaching the draw.

Examination still proceeding.

LOCAL MATTERS.

CANAL SALES.—During the two days over one hundred thousand dollars value of land has been sold. It has all been bought by the yeomenry of the country for use, and not by speculators.—The sales of out property are completed, and that of city property begins this morning.

FULLER'S COMPUTING TELEGRAPH.—We have been shown an instrument which professes to be a most "wonderful and extraordinary instrument, by which business questions of every possible variety are instantly performed." This sounds rather humbugging, but we have been looking at this wonderful Computer somewhat, and it has inspired us with sufficient confidence to recommend at least, its careful examination by our business men. Discretion is worth looking at as a curiosity. If it is constructed on sound mathematical principles, so as to be reliable, it is certainly very cheap.

We will join the following description from a Washington paper, which gives a more complete idea of it than we have time to write out:

THE CALCULATING MACHINE.—We used to think it was a jest—the idea of a calculating machine; but we have seen it and its ingenious proprietor, Mr. Fuller, and are satisfied that the accuracy with which all business problems are solved, is truly surprising. It needs only to be seen to be admired. Although an American invention, it has been extensively sold in England, France, Germany and Holland. Upwards of thirty of the principal London bankers have it in use. It is now introduced into many of our countries, and upon any sum of money, for any length of time, both at three hundred and sixty and three hundred sixty-five days to the year, and has a most perfect facility for the computation of the number of days any note has to run. To work equations of payments, or average of accounts, is one of its peculiarities. It would have been principally used in Washington by all the departments, for use in the public offices as well as by the principal merchants and bankers of the country. Less time is required to obtain an answer to any business question than to prepare the statement. Full printed directions accompany the work. It is itself by no one or two hours' study and practice. It occupied a prominent place in the Crystal Palace.

We proposed to some questions yesterday, he started in less time than the questions could be prepared of the answers recorded, that the Rotunda of the Capital, being 90 feet in diameter, 360 feet in circumference, and allow each 2½ square feet, or 18 by 18 inches. The Crystal Palace, he said, being 1,851 feet long, and 400 wide, with an additional acre in the transept or centre, measured by the same principle with the same rate 347,000 persons upon the ground. The population of the globe, being estimated at 1,000,000,000, would stand in close order miles, or an area of six and 53-100 miles square.

If 900 millions of persons pass away every thirty years, and the world should be six thousand years old, this would be 200 times 900,000,000. Thus the entire number of persons would have standing room on 200 times 40 miles square, or eight miles square of land, or a trifle less than ninety miles square.

If 900 millions die every thirty years, in one year thirty millions die. If 30 millions die every day, 1,250,000 would die in one hour. If 24 hours 82,000 die, how many per hour?—Ans. 3,420. If in sixty minutes this number die, how many per minute?—Ans. 57.

The expense of the United States House of Representatives at $8 per day, amounts to $1,944. The salary of the President is $625 per day. The expense of the Queen of England is £100,000 per annum, equal to $1,325 per day.

The revenue of the United States for 1851, at 52 millions, is equal to $1.06 cents per second.

Every man of experience knows too well the vexation of a single error in business. This has induced very many to have one error in a thousand prejudice against all former ready reckoners to adopt this as a check, while they pursue their business with more than their first trial. The names of several of the London Banks and Bankers are published to show the estimation in which it is held by those whose judgment will not be trifled with. Many testimonials of scientific men, Mr. Marshall, the chief cashier of the Bank of England, had the instrument undergo the most thorough and critical examination previous to becoming a subscriber, as did most of the others.

Bank of England, Chief Cashier's Office, Dec. 9. Mr. Haggard, Bullion Department; Baring, Brothers & Co.; Rothschild; Overend & Gurney; Bank of British North America; Bank and Loan Co.; Child & Co., Temple Bar; Goutte & Co.; Herries, Farquhar & Co.; London and Westminster Bank; National and Provincial Bank; Smith, Payne & Smith; London and Westminster Bank, Southwark Borough; Masterman & Co.; Price, Margal & Co.; Cocks, Biddulph & Co.; United Service Bank; Stuckey, Reynolds & Co.; Old Jewry; Fletcher & Alexander.

THE SPRINKLER.—Any one entertaining the idea of dust during the last fortnight would have been regarded as extremely visionary, but somebody has been doing it in a very practical way, for during one of the showers of yesterday we spied a rather home-made, but efficient sprinkler, drawn by two horses, and traversing up and down Clark street. The clouds that were doing the work so thoroughly and cheaply, seemed to be affronted, and soon disappeared.

☞ We observe that GEO. SMITH, Esq., a large stockholder in a Georgia Bank, is stopping at the Tremont.

☞ The PANORAMA.—This presentation of Uncle Tom's Cabin, in a moving Panorama, was well received last evening. It will be exhibited again to night. The Bowling views are worth seeing.

☞ The WEATHER.—We haven't said anything about it, but if it rains during the next three days, we shall think it is about time to express an opinion.

☞ The RIVER.—Broken up, and navigation expected to open soon.

STEAM DUES.—It seems to be collected in some places very carefully, and left in heaps for about four days; and when it is taken away, the carts contain about half a load, and are very apt to spill.

☞ The CHICAGO CONGREGATIONAL ASSOCIATION is now in session at the Plymouth Church in this City. The exercises this evening will be an essay on Congregational Church Polity by Rev. J. M. Williams, and a narrative of the state of religion in the churches connected with the Association. The public are respectfully invited to attend.

Meteorological Journal.

KEPT FOR THE CHICAGO MECHANICS' INSTITUTE BY P. E. DEMING.

Latitude at dep. 50 min. 27 sec.; Longitude 87 deg. 37 min.
Altitude of Barometer, above the Ocean, 580 feet.

For the week ending Sunday May 8th, 9 P. M.

During the week we have had—
Changes of Wind, 18
Storms—Rain, 4; 1-40 of an inch.
Maximum Temperature, 79°
Minimum Temperature, 39°
Weekly Mean of the Thermometer, 59°
Greatest height of Barometer, 29.2 inches.
Lowest height, of Barometer, 29.06 inches.
Range of Barometer, 0.6 inches.

THEATRE.

BENEFIT—
And positively the last appearance of
MR. COOMBS.
This evening,
LADY OF LYONS.
CLAUDE MELNOTTE,..... MR. COOMBS.
PAULINE,..... Mrs. RYAN.
To conclude with
THE RENT DAY.
MARTIN HEYWARD,..... MR. COOMBS.

Boxes open at 7 o'clock. Performances will commence at 8. Doors open for the Matinee at 2 and close at 4 P. M. Seats may be secured in addition to P. Marshall, Treasurer.

☞ LAST WEEK OF THE CHICUS.

ENTIRE change of performance for Monday and Tuesday Evenings, May 9th and 10th, when Herr Cline, the celebrated Rope Dancer, will make his first appearance at the Chicus. For further particulars see Programmes.

MAC LING & CO., Proprietors.

FIRST Time in Chicago!!
—OF—
DENISON'S GRAND MOVING PANORAMA
—OF—
UNCLE TOM'S CABIN,

THE PEOPLE OF CHICAGO AND VICINITY are respectfully informed that this beautiful Painting will be exhibited at TEMPERANCE HALL in Dearborn, on

TUESDAY, WEDNESDAY AND THURSDAY

Evenings of this week. It has been gotten up at the express suggestion of

MRS. HARRIET BEECHER STOWE,

And represents in many parts the leading characters of each scene in the interesting narrative. Mr. Denison, having spent six months in Kentucky and the South, examining the scenes in every position, has produced one of the most faithful delineations of Southern life and character that has ever been brought before the public. The paintings are over

FIVE THOUSAND SQUARE FEET OF CANVAS,

Portraying with wonderful accuracy and beautifully illustrating the various and animated

SCENES, INCIDENTS AND CHARACTERS,

with which Mrs. Stowe's celebrated work abounds.

All who have not been interested in the story of Uncle Tom in the collection of the Life-like beauty of artistic embellishment, should not fail to visit

THE GOOD SHOW OF CANVAS.

Connected with the exhibition is an entire new and novel feature, affording a

BRILLIANTLY DISSOLVING VIEWS,

VARI-COLORED LIGHTS, &c.,

Illustrating the various and interesting

SCENES, INCIDENTS AND CHARACTERS,

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All who have not

DAILY TRIBUNE.

CHICAGO, WEDNESDAY MAY 11, 1853.

JOB PRINTING.

We would remind our friends, and the public, that we are ready to do all kinds of JOB PRINTING at a short notice. Our material is entirely new, and embraces the best styles of type.

Orders left at the Counting Room, on the ground floor, or over to the Post Office, will be promptly attended to.

The Tribune will regularly publish all Common Council Proceedings, as prepared by the City Clerk, together with such abstracts of the City Advertisements and all Official Notices as shall render it equally satisfactory to the Public with the Official Paper, as respects all the Ordinances, Notices, Decrees, and Doings of the City Government.

For Corporation Notices see eighth column, third page.

COMMERCIAL.

WEEKLY REVIEW of the CHICAGO MARKET.

OFFICE OF THE CHICAGO DAILY TRIBUNE,
Tuesday Evening, May 10—7 P. M.

Since our last Weekly Review of the Market, one week ago, the weather has been very inclement, and our business has been materially restricted on that account—the greatest trade of the city is good, notwithstanding the bad condition of the roads. In the country, have prevented farmers from visiting the city to purchase supplies. But for this, the business of the week would have been brisker here, together, that it must have severely suffered—Our Grain Jobbers have done a large business during the week, in filling orders for country merchants. The same is also true of Wisconsin Cheese and Beef and Store dealers. The activity which commenced in March, continues, and increases steadily. In all of these departments of Trade, the business of the year promises to be nearly treble that of any previous one.

At this particular time, money is difficult to obtain, owing to the large amount which is held for the purchase of canal lands and lots, at the sales now progressing here. The Banks are discounting very little beyond short business paper, and give preference to depositors. This stringency cannot continue long, we think, as the panic, about "wild-cat" currency has subsided with the removal of the cause, and the Banks are not "run upon" for specie as much as th, y were. The easy state of the Eastern money market also warrants the belief that we shall soon have a return of conservative plans; when, besides loans on business paper, there will be a considerable amount offered on longer time, at a good real estate security.

The business of the Galena Railroad, during the past week, has been fair in regard to passengers, and large in freight destined for the West; but the amount of Produce brought forward in less than a fortnight per team work since the Railroad was completed to Fox River. The entire amount was 28 bbls of Flour, 620 bushels of Corn, 200 do Wheat, 200 do Barley, and 1,200 do. Oats,—altogether, not a full load for one team! This is doubtless partly attributable to the bad condition of the roads, which prevent farmers from reaching the Railroad, with teams, and partly to the small surplus of Grain in the hands of farmers.

The total receipts of Produce, by Railroad and Canal, during the last week, were:

Flour, bbls	827
Corn, bu	10,000
Oats, do	36,194
Wheat, do	4,000
Barley, do	1,000

The receipts of Wheat by Railroad and Canal are by no means adequate to the wants of our mills, notwithstanding they are working but a small part of their power, and they are compelled to draw supplies from Indiana and Michigan. This state of affairs has already had an effect upon our Flour market, as millers have been compelled to advance 25c 9 bbl during the week. Receipts and Flours in the country the amount of good Wheat in farmer's hands, to be marketed, is not sufficient to supply the milling demand, and the market is, consequently, very firm. With an upward tendency—Corn is also in active request, and the small amount going forward this year, compared with the last, from this and other ports on the Lakes, advances realizers have a good deal of confidence. Under the influence of these circumstances, prices have been steadily advancing, without much regard to the temporary depression in Buffalo and New York, until they have reached the highest point attained since the commencement of the year.——OATS were seriously affected, last week, by the unfavorable reports from New York, but the market here soon revived, under a speculative feeling, and has not only recovered what it lost, but stands 3@4 9 bu above.—There is a difference of opinion, however, among dealers,—some having no confidence in a further advance, while others are very confident.——Barley, of prime quality and in small lots, is in active request for city consumption—but more is wanted for shipment, but there is only a little coming forward, by canal.

The sales recorded during the week, commencing on the 4th instant, are as follows:

PRODUCE.

FLOUR—On the 4th, 100 bbls Beloit City Mills, No. 1 brands at $4.75; and on the 7th, 1,000 do do do at $4, and 500 do extra Mich at $4.25. On the 10th, 50 bbls. common country wheat brand, at $5. During the last week, the mills are re-making at $4.50, $4.75, and $5.00, and $5.50, while Sale added for retail sales, but this week prices have been generally advanced 25c per bbl. This movement will doubtless give more liberality to sale and a greater demand for country.

WHEAT—Sales on the 4th, a small lot of fair spring, at the depot, at 67, and 1150 bush prime winter, afloat, from Michigan City, for milling here, at 90c. On the 5th, sale o 2,000 bushels of good spring, free on board, for 75c. 2,000 bushels ordinary winter, free on board, at 78c; and 2,000 bush half wh to and half Mediterranean, afloat, for mills, at 90c.—On the 6th, 700 do fair spring, same as sales. There is none on the market, and city mills obtain most of their supplies from Indiana. Their consumption, however, is not large, as they are working partially, and appear determined not to accumulate stocks.

CORN—On the 6th, sale of 1,000 bushels free on board, at 40c; and 2,000 bush do arrive, and to be delivered from on board or in store, at same. On the 5th, 2,000 bushels, free on board at 44c, and 300 bush in store, to local trade, at 46c.—On the 6th, 700 bushels, free on board, at 46c. On the 7th, 100 bushels in bags, at 45c. There is no demand for this to be re-turned: 500 do to go to lower country at 40 do per and damaged, afloat, at 45c: 2 200 do good at 46 at 47c; 600 do do do, afloat; 1,000 do do do, at 46c; 4,000 do do do, and 4,000 afloat, on private terms, the figures supposed to be above the market. On the 9th, 1,200 bushels, afloat, to be delivered on the dock, at 48c; afloat; 1,000 bushels damaged, afloat, at 42c, and 1,150 do in store, for distillery in Ryan, at 45@c. No sales to-day, and very little on the market, and prices have risen 2c on the highest figures, notwithstanding the unfavorable news concerning the Erie Canal.

OATS—On the 6th, 1000 bushels, in small lots, at the depot, at 30c. On the 8th, 500 bushels of the decrit, at the same figure. On the 6th, 800 bushels at the depot, at same. On the 9th, 300 bushels to lumber vessel, at 27½c; 2,000 do, afloat, at 28c; and 2,000 do, afloat, free on board, at 26c. On the 9th, 600 bushels, in lots, at the depot, at 27½c; and 18,000 bushels, to be delivered free on board, at 26½c. On the 10th, 600 bushels, at depot, in small lots, at 27½c; and 10,000 bush free on board, at 26c. The market closes with very little on the market, and prices firm.

RYE—The only sale we hear of, during the week, is 350 bushels, afloat, for shipment, at 45c 9 bu.

BARLEY—Receipts by railroad very small, and not much by canal. There is a good demand for prime qualities, in small lots, at 100@c 9 bushel. Brewers are buying very sparingly, and only pack a good article.

SEEDS.

The receipts are very small, and there is no inquiry, except to hold over. We quote Timothy at $1.75@1.87 9 bu.—A small amount was taken at the depot on the 7th, at the latter figure, but no considerable amount could be closed off at even the lower figure.——Clover is not inquired for, and there is none arriving or offering on the market. We quote rain nominally $6.50@6.75 9 bu.——For Flax there is a fair demand, for City Oil Mill and shipment. Common to pure lots command 80c to $1 9 bu.

PROVISIONS.

The Provision market is in an improved condition, though we have no variation to note in any particular article. The demand for the city, lumber regions, and lines of railroad, continues to increase, and though sales are not in large lots, they are rapid—the stock in the hands of dealers is small. We notice the condition of the market in detail, as follows:

MESS PORK—Sales during the week of about 300 bbls, 50 lots, at $16.25—the first figure for parcels of 15 bbls and upward, and the latter for sales of from 1 to 5 bbls. Some packers do not offer at less than $15.50@16.

MESS BEEF—There is a fair demand in a small way at $10.50 for common mess, $11 for strait do, and $12 for extra.

CUT MEATS—Sales of Hams during the week have been fair, to local dealers, at unchanged rates. The receipts from the river have not been so large, during the past week, as for several weeks previous, which accounts for the market here soon revived, under a speculative feeling, and has not only recovered what it lost, but stands 3@4 9 bu above.—There is a difference of opinion, however, among dealers,—some having no confidence in a further advance, while others are very confident.——Barley, of prime quality and in small lots, is in active request for city consumption—but more is wanted for shipment, but there is only a little coming forward, by canal.

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FORWARDING & COMMIS'N

JOHN MACKENZIE,
FORWARDING AND COMMISSION MERCHANT AND GENERAL AGENT,
No. 11 Water Street, Peoria, Ill.

Refers to—Chicago: Geo. Armour & Co., Wadsworth & Co., Wm. Reed & Son, Hoyne, Leland & Co., Hoyt, Sturges & Co., Walker & Kinsley, Mechanics Bank.
Peoria: Jno. Warner & Co., Bryan, Mann & Co.

RICE PAY & JOHN RADCLIFF,
Commission & Forwarding Merchants,

AND Agents for the sale of all kinds of PRODUCE, at the G. & C. Chicago & Union Railroad Depot.
Liberal advances made on Consignments.
Address, RICE PAY, JOHN RADCLIFF.

1853

Union Transportation Company.
BY ERIE CANAL

PROPRIETORS:
H. H. WOLCOTT & CO., New York:
ROOT & CO.
DAVIS & DUNCAN, Buffalo.
A. G. MORAN, Chicago.

THE above Company having added largely to its fleet of boats, is prepared on the opening of Navigation to forward goods to all points on the Western Lakes with immediate dispatch.

AGENTS:
H. H. Wolcott & Co., 119 Broad st., New York.
Root & Co., Buffalo.
A. T. SPENCER & CO., Chicago.

S. B. POMEROY & CO.

1853.

FORWARDERS AND COMMISSION DEALERS,
IN ALL KINDS OF
PRODUCE, PORK AND FLOUR,
Nos. 120, 122 and 124 South Water Street,
CHICAGO, ILL.

ADVANCES made on consignments for sale in this market, or for shipment and sale East.
Commission Orders and consignments will receive their prompt and careful attention.
Refer to Messrs. Sawyers for handling grain attached to their premises.

AGENTS FOR THE
AMERICAN TRANSPORTATION COMPANY.

PROPRIETORS:
M. H. CALEF & CO., ... New York.
MILES & WHEELER, ... Buffalo.

The transportation between Buffalo and New York, by the steamers of FIFTY FIRST CLASS BOATS, running daily New York and Buffalo. Also, a line of propelling from Albany, for the shipment of property from Boston and New York, connecting with the daily lines of Propellers and Steamers on the Lakes.

AGENTS:
M. H. Calef & Co., 109 Broad street, New York.
Miles & Wheeler, ... Buffalo.
Thomas, Sons & Co., ... Albany.
Jas. Bryan, ... Troy.
E. W. Peck & Co., ... Rochester.
Robert & Williams, Chas. H. Rogers & Co., ... New York.
Daniels & Co., ... Philadelphia.
Jas. Bryan, ... Boston.

1853.

T. W. ALEXANDER, JOSEPH K. BURTIS,
CHICAGO. ILLINOIS.

T. W. ALEXANDER & CO.,
Forwarding & Commission Merchants,
AGENTS FOR THE
Missouri Chemical Works,
AND DEALERS IN
GROCERIES, SALT, COAL, &c.,
CENTRAL WHARF, ... CHICAGO, ILL.

☞ Cash advances made on Produce and Merchandise for sale in this market or ship-yard in Buffalo or New York.

AGENTS FOR THE
Western States Line.

PROPRIETORS:
A. L. COBB & Co. Boat at Buffalo, Buffalo.
A. W. PALMER & Co., 131 Broad St., New York.

R. W. SLOANE, 120 Broad Street, New York.
C. S. BOLTON, 2 Old Slip, New York.
☞ Cargoes by the above Line are insured between New York and Chicago, at the lowest rates. Bills of Lading and Insurance may be obtained at Albany or Troy.
Refer to Messrs. Sawyers, Chicago. T. W. ALEXANDER & CO., Chicago, and ship by Western States Line, foot Broad street, New York.

C. McDONNELL,
1853.
AGENT FOR TAPSCOTT & CO.'S
ENGLAND AND IRELAND EXCHANGE
OFFICES,
56 South st., N. Y., 37 Gerrard's Buildings, Liverpool, and Dublin.

DRAFTS for any amount on the National Bank of Scotland, on the Bank of Ireland, on the Provincial Bank of Ireland, ... Dublin.
Also, on the following Banks and their Branches:

Arnold, Wilkinson & Co.	Bank of Ireland.
Bank of Australasia.	Bank of New South Wales.
Bank of Australia.	Bank of New Zealand.
Bank of Australia Felix.	Bank of South Australia.
Bank of British North America.	Bank of Van Diemen's Land.
Bank of Commerce.	Bank of Victoria.
Bank of Egypt.	Bank of Western Australia.
Bank of Hindostan, China & Japan.	Colonial Bank.
Bank of Montreal.	Commercial Bank of Australia.
Bank of New Brunswick.	Commercial Bank of Hobart Town.
Bank of New South Wales.	Commercial Bank of Launceston.
Bank of New Zealand.	Commercial Bank of Sydney.
Bank of South Australia.	Delhi Bank.
Bank of Van Diemen's Land.	Ionian Bank.
Bank of Victoria.	Mercantile Bank of India.
Bank of Western Australia.	Oriental Bank Corporation.
Colonial Bank.	Union Bank of Australia.
Commercial Bank of Australia.	Union Bank of Scotland.
Commercial Bank of Hobart Town.	Union Bank of Van Diemen's Land.
Commercial Bank of Launceston.	Union Bank of Western Australia.
Commercial Bank of Sydney.	Western Australian Bank.
Delhi Bank.	
Ionian Bank.	
Mercantile Bank of India.	
Oriental Bank Corporation.	
Union Bank of Australia.	
Union Bank of Scotland.	
Union Bank of Van Diemen's Land.	
Union Bank of Western Australia.	
Western Australian Bank.	

Also, Parties coming to CHICAGO, LASALLE, or Intermediate Points, can have their Baggage Checked through to their destination, and Tickets procured at the Office of the Company, No. 58 STATE STREET.

Chicago Paper Warehouse,
No. 48 STATE STREET,

ARE now receiving from the Mills of Butler & Hazel, St. Charles, the following sizes of Paper:

Royal	20x24
Super	19x24
Extra	18x24
Double Medium	17x22
Medium	16x21
Demy	15x20
Folio Post	13x17
Cap	12x15

Also—Various sizes of BOOK PAPER, of Superior Quality, and 3000 Reams of WRAPPING PAPER of all sizes, suitable for Grocers and Druggists.
Orders for any of the above articles will receive prompt attention to size and quality.
Buyers are invited to call and examine before purchasing elsewhere.

HENRY J. WRIGHT & CO.

AMERICAN EXPRESS OFFICE,
CHICAGO, April 4th, 1853.

Q and after this date the Office of the American Express Company will be removed to the Store recently occupied by Messrs. Ogden & Hubbard, Lake street, Chicago.
Messrs. Ogden & Hubbard will continue to act as Agents of the Company at Milwaukie, Minneapolis and Dubuque, daily, except Sunday, at 7 o'clock A. M.
Messrs. Ogden & Hubbard will continue to act as Agents of the Company at Galena and Illinois City, daily, except Sunday, at 7 o'clock A. M.
Messrs. Ogden & Hubbard will continue to act as Agents of the Company at Rockford, Monday and Thursday at 7 o'clock A. M.
All Packages to be forwarded must be delivered at the Office of the Company, by 6 o'clock P. M.
C. A. STILSON, Agent.

Notice.

THE Steamers CHICAGO and WESTERN HAVEN, will run in connection with the Cars of the CHICAGO & ROCK ISLAND RAILROAD CO., between CHICAGO and WEST POINT, during the season of navigation.
Through Tickets will be furnished and passengers and baggage checked through to Rock Island, Davenport, Muscatine, Iowa City, Grinnell, Newton, Des Moines, Fort Des Moines, and to all the principal points in the interior of Iowa.
Orders for Tickets and for the shipment of Freight will be received at the Office of the Company, No. 58 South Water street, Chicago, and at the Depot of the Company, at West Point.
Freight will be received and delivered at the Company's Depot, at West Point, and at the Company's Depot, at Rock Island.
Passengers will be conveyed between Chicago and West Point, and Rock Island, in the Cars of the Company.
Passengers will be conveyed between West Point and Rock Island, in Omnibuses, which will connect with the Cars at each end of the line.
Fare between Chicago and West Point, $3 00
Fare between Chicago and Rock Island, 3 50
Fare between West Point and Rock Island, 50
Through Tickets will be issued at the Office of the Company, No. 58 South Water street, Chicago, and at the Depot of the Company, at West Point.
Freight will be received and delivered at the Company's Depot, at West Point, and at the Company's Depot, at Rock Island